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JCSM-66-60

24 FEB 1960

BY: DEPARTMENT OF STATE

MEMORANDUM FOR THE SECRETARY OF DEFENSE

DECLASSIFIED

By HRM/SS 901026
E.O. 11652 6/6/81

Subject: Resumption of High Altitude Flights in the Berlin
Corridor (S)

1. The Joint Chiefs of Staff have noted the progress being made toward tripartite agreement to the resumption of high altitude flights in the Berlin corridor. In anticipation of approval by the President, a warning instruction has been prepared for dispatch to USCINCEUR.
2. It is believed explicit instructions should be given to USCINCEUR prior to resumption of such flights. The attached message is designed to serve this purpose.
3. In view of the guidance contained in a memorandum to the Chairman, Joint Chiefs of Staff, from the Assistant Secretary of Defense (ISA), subject: USCINCEUR Air Contingency Plan Berlin, dated 9 May 1959, and the implications of applying NSC Policy 5604, dated 19 February 1959, to flights in the Berlin corridor, it is requested you secure the necessary approval for the attached message prior to dispatch to USCINCEUR.

For the Joint Chiefs of Staff:

Distr:

Chairman, JCS (2)
DCSOPS
Secy to MCNO (JCS)
Dir/Plans, AF
MarCorps L/O Dir, J/S

SIGNED

ARLEIGH BURKE,
Chief of Naval Operations.

Enclosure:
message

(S) (Approved at JCS mtg - 24 Feb 60)

RESEARCH SECTION

Reviewed by: W

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DRAFT MESSAGE

TO: USCINCEUR PARIS FRANCE
INFO: CINCUSAFE WIESBADEN GERMANY
USCOB BERLIN GERMANY
PRIORITY

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From JCS.

Ref a. Message Embassy Bonn to State No. 1580, info
Paris No. 536, dated 18 Feb 1960;
b. DAIR/P(45)71 Second Review, dated 22 Oct 1956;
c. Message USCINCEUR to Hq USAF, info Chairman, JCS,
No. EC 9-4281, DTG 141101Z Aug 59.

1. In view of ref a, make preliminary preparations for
resumption of high altitude flights in the Berlin corridor above
10,000 feet by C-130 aircraft within 24 hours after receipt of
execution order from the JCS. Following guidance applies:

a. Conduct flights under presently agreed quadripartite
rules for air corridors contained in rer b.

b. Conduct flights at the most efficient cruise altitude
of the C-130 above 10,000 feet on a regularly weekly schedule
as outlined in ref c. In the event sufficient lead time is
given conduct such flights on the first Wednesday after
receipt of execution order and each Wednesday thereafter;
otherwise, within the time limit specified in the execution
order and each week thereafter. Essential that flights are
maintained on a regular and continuous schedule without
restriction to visual flight conditions.

c. In the event of Soviet/GDR interference with these
flights such as:

- (1) Harassment by fighter passes or formation flying:
 - (a) Continue flight, and ignore efforts to divert
aircraft from corridor;
 - (b) Continue scheduled flights;

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(c) Anticipate protest will be made at the appropriate level.

(2) Ramming - intentional or unintentional:

(a) Prepare to continue scheduled flights;

(b) Anticipate protest will be made at the appropriate level;

(c) Further instructions will be issued by the JCS prior to the next scheduled flight.

(3) Soviet and/or GDR aircraft or AAA fire across nose of or at the transport aircraft:

(a) Instruct aircraft commander to take whatever action is necessary for safety of aircraft and crew;

(b) Prepare to continue scheduled flights;

(c) Anticipate protest will be made at the appropriate level;

(d) Further instructions will be issued by the JCS prior to the next scheduled flight.